(b) The Port Authorities have issued instructions to the Agents/Stevedores to ensure that handling of sulphur, coal, iron scrap etc. should not result in pollution and discomfort to other users of the port. Steps taken include—

— Sprinkling of water to reduce dust.

— Covering of trucks with tarpaulins.

— Earmarking of routes for transport and storages of coal, sulphur and other bulk materials.

— Installations of screens near storage area to prevent dust.

— Monitoring of pollution.

(c) In view of the above, does not arise.

(d) and (e) Yes, Sir. Vessels bringing sulphur, coal or iron scrap etc. are normally berthed only at Mattancherry Wharf except when vessels are coming in deeper draft. In such cases also, once the draft is reduced, the vessels are immediately shifted to Mattancherry Wharf for unloading the cargo.

Funds for National Highways Damaged due to Natural Calamities in Maharashtra

3454. SHRI GOVINDRAO ADIK: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the extent of damage caused to National Highways by natural calamities and heavy traffic during the last 3 years, and the funds provided and actually utilised by the Maharashtra Government during that period;

(b) whether the funds for major repairs and maintenance of National Highways are far too inadequate in view of deteriorating conditions of the National Highways in Maharashtra if so, the details thereof;

(c) the details of the proposals received from the State Government in this regard; and

(d) the details of action taken thereon and outlay proposed for 1997-98 for National Highways in the State?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (c) Damages to National Highways do occur on account of natural calamities and heavy movement of traffic, but funds for M&R (Maintenance and Repair Works) are allocated to States keeping in view various factors, inter-alia, the traffic intensity, climatic conditions, terrain, soil, etc. However, the fund for Maintenace and Repair for the country as a whole as available is about 45% of the requirements. Within the funds available, during the last three years, Maharashtra has been allocated Rs. 8006.82 lakhs for Maintenance and Repairs including Rs. 603.95 lakhs for Flood Damage Repair Works. These funds have been fully utilised by the State Govt. of Maharashtra.

(d) Since the budget for 1997-98 is yet to be approved, it is too early to give the proposed outlay for 1997-98.

Import and Export through Ports

3455. SHRI K.M. KHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether ninety percent of goods meant for imports into and exports out of the country are transported through ports of the country;

(b) if so, the names of ports of the country being utilised for the purpose;

(c) whether the condition of these ports is very serious, lacking in all infrastructure available in ports of developed countries and non-provision of containers handling facilities etc.;

(d) whether Government propose to take some steps to improve condition of these ports; and

(e) if so, the details thereof with names of ports of Andhra Pradesh to be benefited and if not, the reasons therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Yes, Sir, there are 11 major ports in the country located at Calcutta/Haldia, Mumbai, JL Nehru at Nhava Sheva, Chennai, Cochin, Visakhapatnam, Kandla, Mormugao, Paradip, New Mangalore and Tuticorin. In addition, there are 139 operable Minor and Intermediate Ports.

(c) and (d) Adequate facilities are available to handle present level of traffic. However, in order to meet the increasing demand of handling traffic, additional cargo handling capacity of the order of around 122 Million Tonnes is proposed to be created during 9th Plan at various major ports.

(e) In Andhra Pradesh, Visakhapatnam Port is proposed to be developed to cater to the increasing demand of traffic.

Modernisation of Rajabagan Dockyard

3456. SHRI MD. SALIM:
SHRIMATI CHANDRA KALA PANDEY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a Minimum Investment Plan (MIP) of Rs. 20 crores has been proposed for modernisation of Rajabagan Dockyard;

(b) whether this schedule is likely to be completed in 18 months;

(c) whether Rs. 71 crores have been estimated as a revised cost for completion of the total modernisation job within 42 months;

(d) whether only Rs. 20 crores have been allocated for the Ninth Plan for the above purpose; and

(e) if so, the reasons for non-allocation of Rs. 71 crores for completion of the whole project during the Ninth Plan?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir. This includes proposed Dutch assistance of Rs. 9.9 crores, which is under consideration by this Ministry.

(b) The schedule of implementation is 18 months from the date of approval of the MIP and finalisation of the Indo-Dutch Grant Agreement.

(c) The Revised Cost Estimate sanctioned by the Government in December, 1992 for all shiprepair facilities at RBD was Rs. 71.34 crores. The implementation period was 33 months from the date of approval.

(d) and (e) The outlay for the Ninth Plan is under finalisation.

Helping non-striking Transporters

3457. SHRI V. RAJESHWAR RAO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that there were several instances of damage to vehicles of those transporters who plied their vehicles inspite of the strike of transporters;

(b) whether it is a fact that the transport unions exerted pressure on small owners and compelled them to join the strike;

(c) the steps Government have taken to help the transporters who did not want to participate in the strike; and

(d) the steps taken to redress the grievances of the striking transporters?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) No such instance has been brought to the notice of the Government.

(c) All the State Governments/UT Administrators were instructed to provide adequate police protection, especially in sensitive areas to ensure that the striking transporters did not prevent the movement of goods vehicles/passengers, as well as to provide mobile police escorts for tanker-trucks operated by oil companies.